



City of Grand Junction
Public Works Department
250 North 5th Street
Grand Junction, CO 81501-2668
Phone: (970) 244-1555
FAX: (970) 256-4022

DESIGN EXCEPTION #DE14-02

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Eric Hahn, Development Engineer

From: Mike McDill, City Engineer

Date: June 5, 2002

RE: Exception from Driveway Spacing Criteria at Mesa County Community Services

DESCRIPTION OF THE SITUATION

Applicant is planning to expand existing buildings on the above property. They are proposing to construct two driveways along the east side of 29 ½ Road. The northerly access is the primary access to, and centered on, the proposed new building. A southerly driveway has been relocated north to properly space it between the intersection with North Avenue and the northerly access. However, the southerly driveway is only 138 feet north of an existing driveway on the opposite side of 29 ½ Road and creates a second access from the same property onto 29 ½ Road, which is classified as an Urban Collector.

The TEDS standards could be met for access spacing if the both accesses were designed to be twelve feet farther north. A slight reverse curve in their primary access road to the circle in front of the main building and a similar adjustment in the southerly drive lane could accommodate this.

The issue of the second driveway is larger. I have not been provided with sufficient justification for a second access into this parcel. Their statement is that it is for "employee, delivery and emergency purposes." I do not see any conflict between employee and client traffic because most of the employees should be there before most of the clients arrive. Deliveries can be

accommodated through the main entrance. The Fire Department may want to comment on the need for two accesses into every parcel for emergency purposes. Section 3.2.4 states, "One access point per property owner will be permitted, unless an approved site plan or TIS shows that additional access points are required to adequately handle driveway volumes and that the additional access points will not be detrimental to safety and traffic flow on adjacent public streets."

George Miller indicated that if the two driveways are consolidated, they will warrant a right turn deceleration lane. This may be the reason why they chose to propose two accesses. It also indicates to me some idea of how many right turns will be reducing capacity on 29 ½ Road. I also have a problem approving a second access on this property when we just required Enstrom Candy to close an existing second access on 7th Street.

The applicant requests exception from Section 4.1.1, *Spacing*. Due to the fact that two accesses are being planned, exception will also need to be granted from Section 3.2.4, *Number of Access Points and Joint Access*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

No data was provided to indicate that either of these exceptions will not compromise safety, although the two accesses without deceleration lane will reduce capacity on 29 ½ Road more than a single access with a turn lane would.

2. Have other alternatives been considered that would meet the standard?

No other options were presented. As stated above, minor site layout adjustment will bring both driveways into compliance with the *Spacing* requirements. It appears to me that all of the employee parking and deliveries could be designed to come through the single main entrance with a deceleration lane.

3. Has the proposed design been used in other areas?

No comparable situations exist to my knowledge.

4. Will the exception require CDOT or FHWA coordination?


No.

5. Is this a one-time exception or a manual revision?

This would be a one-time exception.

Staff Recommendation

I recommend denial of the necessary Design Exceptions to Sections 4.1.1 & 3.2.4 to allow the proposed southerly driveway. It appears to me that design options are available to avoid this extra access onto 29 1/2 Road. These other design option will create less impact on the future capacity of 29 1/2 Road.

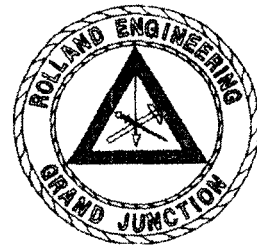
Recommended by: 

Approved as Requested: _____

Denied: _____

ROLLAND ENGINEERING

405 RIDGES BOULEVARD, SUITE A
GRAND JUNCTION, COLORADO 81503
Phone: (970) 243-8300 • Fax (970) 243-1271
E-Mail: rolleng@gj.net



Mr. Eric Hahn
Development Rev. Engineer
City of Grand Junction
250 N. 5th Street
Grand Junction, Co. 81501

Ref: Design Exceptions
Mesa County Community Services Building
File # ANX-2002-100

RECEIVED

MAY 29 2002

COMMUNITY DEVELOPMENT
DEPT.

Dear Mr. Hahn,

This letter is written to request a design exception per Chapter 14 of the Transportation Engineering Design Standards (TEDS). We are requesting an exception to Access Design and Site Circulation Section 4.1.2 Offsets. More specifically the requirement for 150 feet of offset from an access on the opposite side of 29 ½ Road from our property.

As you are aware, our proposed site calls for two accesses to our property. The north access is the primary access with the southern access intended for employee, delivery, and emergency purposes. Along the 29 ½ road frontage of our property there exists one access to properties on the opposite side, this access lies 138 feet (the exception) south of our southern secondary access.

Alignment of our access with the existing access not only would not work for our site access and circulation needs but would violate TEDS Section 4.1.3 corner clearance (250 feet) from North Avenue. Our southern access can not move north because it is 150 feet (Section 4.1.1 Spacing) between our two access locations.

It does not appear to us that this exception will have any impact on the safe access to our site, or to the opposite site. The offset provided is within 8% of the standard. The existing opposite access is to a small used car sales lot that fronts North Ave. and has access on its North Ave. frontage. Additionally in conversations with the owner of the opposite properties he has indicated plans for additional development at which time he will need to comply with TEDS section 4.1.3 Corner Clearance.

See Exhibit "A" for clarification.

Thank you for your consideration of this request. If you have any questions please contact me.

A handwritten signature in black ink, appearing to read 'Thomas D. Rolland', written in a cursive style.

Thomas D. Rolland

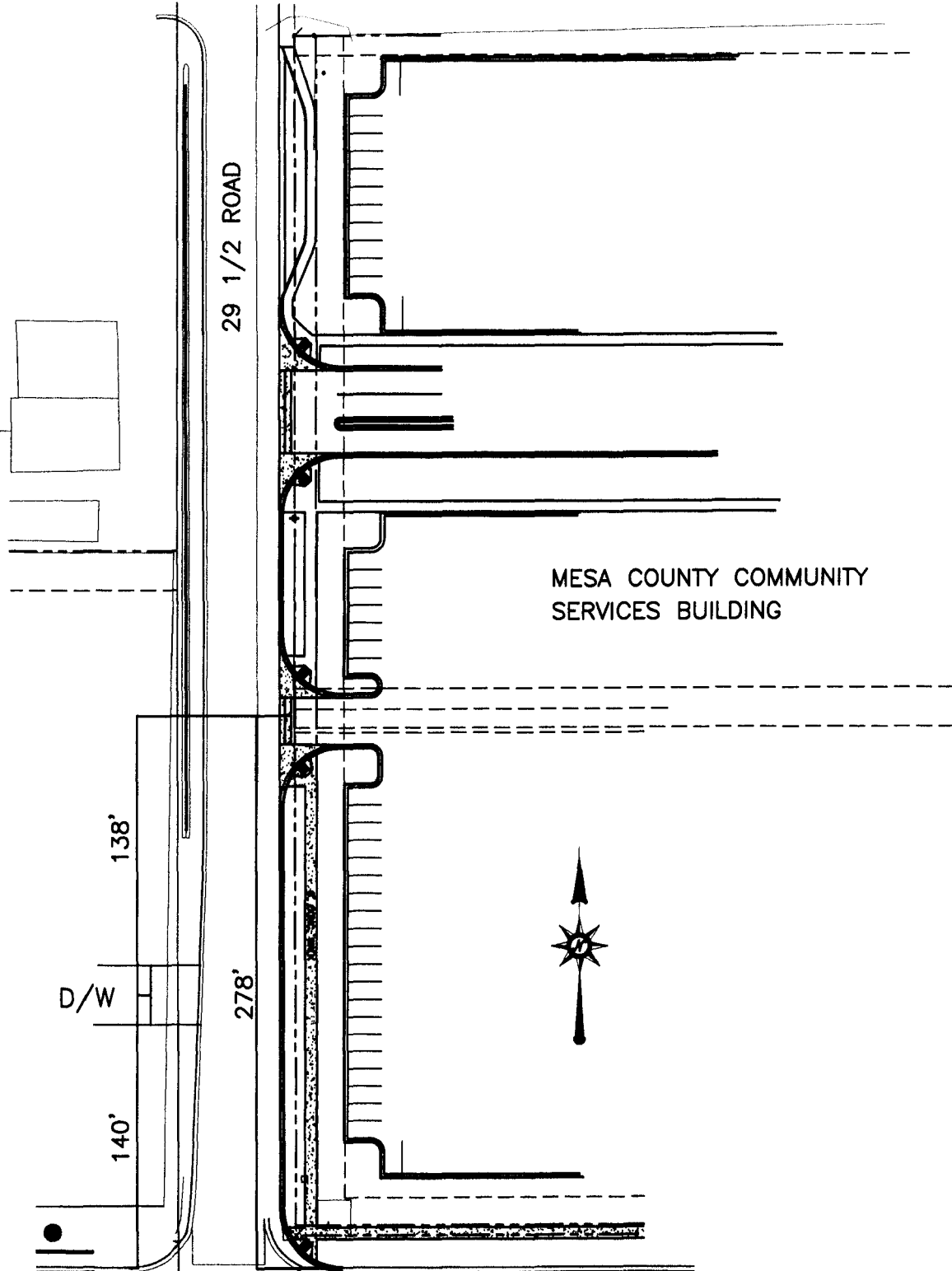
MKS,

I RECOMMEND
THAT WE
APPROVE THIS
EXCEPTION.

A handwritten signature in black ink, appearing to read 'ERIC', written in a cursive style.

5/31/02

Bunting Ave.



MESA COUNTY COMMUNITY SERVICES BUILDING



29 1/2 ROAD

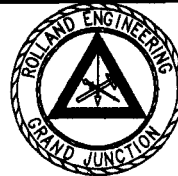
278'

138'

140'

D/W

NORTH AVENUE



ROLLAND ENGINEERING
 405 Ridges Blvd
 Grand Jct, CO 81503
 (970) 243-8300

File Name: C:\2012\2012exha.dwg

Mesa County Community
 Services Building
 Exhibit "A"

Designed	TDR	Checked	TDR	Proj#	2012	Sheet	1
Drawn	JLG	Date	5/28/02	Rv:		Of	1

6-10-02 Miller

Notes on Mesa Co. Community Services Bldg. Driveway Quantity and Placement.

1. I'm not clear on why the second driveway is necessary, as it appears that all areas and all types of vehicles can be served by the single (north) driveway.
2. If the two drives were allowed to remain, I feel relocating them to the north would benefit the TEDS spacing to the south, but would constrict needed left turn storage at the north driveway, or at Bunting Ave.
3. If the second drive is to be allowed, I would recommend relocation of the opposing driveway on the west side of 29 1/2 to align with the south driveway.

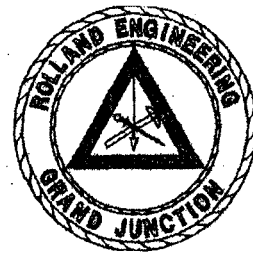
6-13-02

Telephone conversation with George Miller:

1. Right turns into both driveways will have some affect (although not a huge amount) an capacity of 29 1/2 ft.
2. If they are consolidated into one entrance then a right turn deceleration lane will be triggered (which is an indication of how many slowing right turners this site will have).

ROLLAND ENGINEERING

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Phone: (970) 243-8300 • Fax (970) 243-1271
E-Mail: rolleng@gj.net



Mr. Eric Hahn
Development Rev. Engineer
City of Grand Junction
250 N. 5th Street
Grand Junction, Co. 81501

Ref: Design Exceptions
Mesa County Community Services Building
File # ANX-2002-100

RECEIVED

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DEPT.

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See Exhibit "A" for clarification.

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Thomas D. Rolland

MKS,

I RECOMMEND
THAT WE
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EXCEPTION.

ERIC

5/31/02

Bunting Ave.

29 1/2 ROAD

MESA COUNTY COMMUNITY SERVICES BUILDING

138'

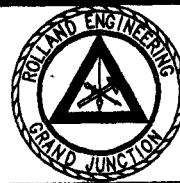
D/W

278'

140'



NORTH AVENUE



ROLLAND ENGINEERING
405 Ridge Blvd
Grand Jct, CO 81503
(970) 243-8300

File Name: C:\2012\2012exha.dwg

Mesa County Community
Services Building
Exhibit "A"

Designed	TDR	Checked	TDR	Proj	2012	Sheet	1
Drawn	JLG	Date	5/28/02	Pr		Of	1

6-10-02 Miller

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6-13-02

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2. If they are consolidated into one entrance then a right turn deceleration lane will be triggered (which is an indication of how many slowing right turners this site will have).

From: Mark Relph
To: Mike McDill; Tim Moore
Date: 6/20/02 10:55AM
Subject: Re: TEDS Exception - County Human Services

Mike: I agree with Bob. Please contact the County and tell them that this application will have to be amended or it will be denied for the reasons Bob stated below.

Tim: Since I will gone next week, you might have to take my place on this issue if they amend their application and are ready for our review.

Thanks, Mark.

>>> Bob Blanchard 06/18/02 12:09PM >>>

I need to recommend that this request either be denied or continued. Because they have not discussed alternative solutions (including showing one that complies with the standards and explaining why it won't work), I would consider it an incomplete application. This is consistent with the recommendation on the first Enstrom's Candies application.

A couple of other points/questions/thoughts relating to this application - obviously there is a concern about the 2nd exception that wasn't caught during the review process. It's my understanding that this requirement (single access) was one that wasn't implemented consistently in the past. I don't mean to be flip, and please don't take this wrong, but I wonder if the training sessions that were done when the TEDS manual was adopted were specific enough to make it clear that all requirements in the manual really are requirements and need to be enforced. Has anyone thought about doing a chapter by chapter checklist for the development review engineers to use during project review? I'm trying to get this done for the ZDC.

2nd thing - Mike — with your proposed solution, was there an analysis done of what the redesign does to their internal parking lot layout?

That's all for now.....let me know if we should meet on this one.

CC: Bob Blanchard; Eric Hahn; Rick Beaty



City of Grand Junction
Public Works Department
250 North 5th Street
Grand Junction, CO 81501-2668
Phone: (970) 244-1555
FAX: (970) 256-4022

June 24, 2002

Tom Rolland
Rolland Engineering
405 Ridges Blvd., STE A
Grand Junction CO 81503

RE: Design Exception for Driveway Spacing at Mesa County Community Services

Dear Tom;

Last week the City's Design Exception Review Committee reviewed the information provided by you and the attached recommendation from me. Their response was that they would like to have you consider alternative traffic management plans that would use a single access to the project. If your best efforts at accessing the project from a single point present insurmountable problems that you can demonstrate to the committee, they will reconsider your request in that light.

The City has a strong preference to limit access on our collector and arterial streets. Second accesses will only be granted when there is a clear need and not detriments to either main street traffic flow or safety.

Please let me know if you will be submitting additional information relating to single access alternatives, or if you wish to withdraw this request.

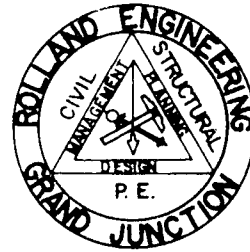
Sincerely,

Michael G. McDill, P.E.
City Engineer

C: Mark Relph, Public Works & Utilities Director
Bob Blanchard, Community Development Director
Rick Beaty, Fire Chief
Eric Hahn, Development Engineer

ROLLAND ENGINEERING

405 RIDGES BOULEVARD, SUITE A
GRAND JUNCTION, COLORADO 81503
(970) 243-8300



June 26, 2002

City of Grand Junction
City Engineer
Mr. Michael G. McDill, P.E.
250 N. 5th Street
Grand Junction, CO 81501

RE: TEDS Design Exception – Additional Information
Mesa County Community Services Building

Dear Mike,

I am writing in response to your letter dated June 24, 2002 regarding the City's response to our request for a TEDS design exception. Your letter states that the City desire is to have a single access point from 29-1/2 Road for the new Mesa County Community Services Building (MCCSB).

County personnel and City personnel (see attached list of meeting attendees) met June 25, 2002 to discuss remaining items to allow the MCCSB to move forward. One area of discussion was the City's response to our TEDS design exception request. Chuck Rose agreed that if required, a single access could be designed. However, after further review of the TEDS manual I wish to bring additional information to your attention.

We believe that two access points should be maintained to be consistent with TEDS requirements as shown in the Fire Department Access section of Chapter 5.

Paragraph B.2 is as follows:

“Two Points of Access. Providing two points of fire apparatus access has the following benefits:

- a) If one access route is blocked, emergency responders have a second route to the property.
- b) If an emergency requires evacuation of an area, the public will have an alternative exit route should one route be blocked by the emergency incident.”

Paragraph B.3 is as follows:

“Commercial and Industrial Developments.


- a) Buildings or facilities exceeding 30 feet or 3 stories in height shall have at least two (2) means of fire apparatus access.
- b) Buildings or facilities having a gross building area of more than 62,000 square feet shall have at least two (2) means of fire apparatus access. If the buildings or facilities are provided with

- c) an approved automatic fire sprinkler system, the gross building area can be increased to 124,000 square feet with one access road.”

The new MCCSB is approximately 81,000 square feet in size. The parking lot layout, as proposed, was designed using a fire truck turning template to insure that fire equipment could access the building perimeter. The height of the building is 32 feet. The square footage and height of the building meet the Fire Department requirements for two accesses. Per the TEDS manual, Fire Department Access section of Chapter 5, the MCCSB site should maintain the two access points as shown on the plans.

Please review this additional information for a design exception request allowing two access points from 29-1/2 Road into the new Mesa County Community Services Building.

Sincerely,
ROLLAND Engineering



Trevor Brown

Cc: Mr. Chuck Rose, Mesa County
Ms. Ronnie Edwards, Planner for City of Grand Junction

MEMORANDUM



No
MR

Date: June 28, 2002

*To: Bob Blanchard, Community Development
Rick Beaty, Fire Department*

From: Sandi Nimon, Sr. Administrative Assistant Sandi

*Subj: Design Exception from Driveway Spacing Criteria at
Mesa County Community Services*

*Since Mark Relph will be back from vacation on July 1, please
send your comments to him via E-mail no later than
Wednesday, July 3.*

sn



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Public Works Department
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Grand Junction, CO 81501-2668
Phone: (970) 244-1555
FAX: (970) 256-4022

DESIGN EXCEPTION #DE14-02

To: Mark Relph, Director of Public Works & Utilities

Thru: Tim Moore, Public Works Manager

Copy to: Eric Hahn, Development Engineer

From: Mike McDill, City Engineer

Date: June 28, 2002

RE: Exception from Driveway Spacing Criteria at Mesa County Community Services

DESCRIPTION OF THE SITUATION

Applicant has provided the attached additional information regarding the need for the second access into the property.

The applicant still requests exception from Section 4.1.1, *Spacing*. Due to the fact that two accesses are being planned, exception will also need to be granted from Section 3.2.4, *Number of Access Points and Joint Access*.

Applicant does state in the above letter that, "Chuck Rose agreed that if required, a single access could be designed."

Response to Letter

In a meeting today, which included Eric Hahn, Jody Kliska, Norm Noble and myself, we discussed the need for the second access. All parties agreed that the incremental improvement in capacity on 29 ½ Road was more important than the marginal increase in fire protection resulting from this second access. The Fire Department was confident that they could adequately manage

any emergency at this building with a single entry because it is designed to include a fire sprinkler system and, even though it is over 30-feet tall, it is still only two stories.

This second access is of marginal use to the Fire Department also because it does not meet the spacing requirements of Paragraph B.2. "When two points of access are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses." This is to insure that, among other possible reasons, whatever circumstances restrict one access will not affect the other. The proposed second access cannot meet this standard and still be an adequate distance from the intersection of 29 1/2 Road and North Avenue.

Staff Recommendation

I still recommend denial of the necessary Design Exceptions to Sections 4.1.1 & 3.2.4 to allow the proposed southerly driveway

Recommended by: Michael A. Wood

Approved as Requested: _____

Denied: _____

[Signature]
Robert Blanchard
[Signature]

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 7/1/02 4:33PM
Subject: TEDS Exceptions

⇒ Driveway spacing criteria - Mesa County Community Services

I believe this is a request that I initially responded that there had not been alternative's considered. Unfortunately, I still don't see any discussions of alternatives, including one that would meet the TEDS Manual - except for the indication from the applicant that if a single access point ends up being required, it can be designed.

In addition, at least for this particular application, there appears to be a contradiction within the TEDS Manual: Section 3.2.4 indicates that "One access point per property ownership will be permitted, unless an approved site plan or TIS shows that additional access points are required....." Section B3a and b of the Fire Department Access Section state: For Commercial and Industrial Developments, a) "Building or facilities exceeding 30 feet or 3 stories in height SHALL have at least two (2) means of fire apparatus access." b) "Building or facilities having a gross building area of more than 62,000 square feet shall have at least two (2) means of fire apparatus access." (Emphasis added). However, it appears that Fire Department staff is ok with not meeting this requirement in this particular instance.

I'm not sure what this contradiction means for this application - regardless of how they design this access (one or two access points), they don't meet TEDS.

In addition, I did not see any indication in either the application or the staff analysis of other projects where one access has been required for this scale of development contrary to the Fire Department requirements in the TEDS manual.

Perhaps I ramble too much.....if Fire is ok with one access point and staff is recommending it consistent with Section 3.2.4, and the applicant has stated a willingness to redesign, then I will support the denial of the exception request.

It's my understanding that redesigning the access will moot the need for an exception to Section 4.1.1, Spacing.

City Market - Allowance of symmetrical reverse curve transitions

I support staff's recommended approval of this exception request.

However, given today's propensity for rambling, there are a couple of comments (Mike, please don't take the first one in the wrong way). First, in the analysis of any safety compromises, there is a reference to the small potential for rear-end accidents to occur or to be severe. (emphasis added by me once again). I would suggest that the severity of an accident is not at issue in any analysis - it is whether any accident happens or not. Regardless of severity, there is always at least property damage which affects one party if not both. Second, is a philosophical statement that has been discussed by several parties regarding this development application - When discussing alternatives, it was stated that there does not appear to be any alternatives that meet TEDS due to the fact of a small development site at a major intersection. I would suggest that perhaps, it's not the size or location of the site, rather it's the intensity of use. In more enlightened times, perhaps the inability to meet regulations might be used as an indicator regarding the type, timing and/or intensity of a proposal.

2220 Broadway Cul-de-Sac Length

Hey!!! An application that actually attempts to answer all the criteria - pretty radical. I can support the exception request as recommended by staff provided Rick agrees with his staff that safety is not compromised.

Regarding the neighbors comments - first of all I'm impressed that they would become involved before a submittal is even processed. Secondly, with the exception of their first issue which does relate to the exception request, the other concerns can be addressed during the development review process (there is no application on file yet, the TEDS exception is actually being pursued prior to submittal - another radical concept that works the way it should). If Mike is going to notify the neighbors of the decision (which I suggest he should), he could let them know that there is another forthcoming process that they should monitor.

St. Mary' Garage Minimum Parking Module Width

I can support the granting of this exception.

And, finally, sorry about the early rambling.

CC: Eric Hahn; Mike McDill; Rick Dorris

DE-14-02



City of Grand Junction
Public Works Department
250 North 5th Street
Grand Junction, CO 81501-2668
Phone: (970) 244-1555
FAX: (970) 256-4022

July 22, 2002

Mr. Trevor Brown
Rolland Engineering
405 Ridges Blvd.
Grand Junction, CO 81503

RE: TEDS Exception from Driveway Spacing Criteria at Mesa County Community Services


Dear Trevor;

Please find attached the committee's decision on the above request.

This second access would be of marginal use to the Fire Department because it does not meet the spacing requirements of Paragraph B.2. "When two points of access are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses." This is to insure that, among other possible reasons, whatever circumstances restrict one access will not affect the other. The proposed second access cannot meet this standard and still be an adequate distance from the intersection of 29 1/2 Road and North Avenue.

If you have any question concerning this decision, please feel free to contact the Development Engineer in charge of your project or me.

Sincerely,


Michael G. McDill, P.E.
City Engineer

C: Eric Hahn, Development Engineer (244-1443)